

U. S. AIR FORCE IN AIR, SAYS PROF. BELL

Only Pumps Kept Fleet Up in Taft Review, Roosevelt Tells League.

URGE NEED OF DEFENCE

WASHINGTON, April 13.—A declaration by Prof. Alexander Graham Bell that "both sea and land power soon will be secondary to air power" and the adoption of a resolution urging an "immediate enlargement of the American navy, both in ships and personnel, to meet the present necessities" were the important features of the closing session here today of the eleventh annual convention of the Navy League of the United States.

Assistant Secretary of the Navy Roosevelt acknowledged that the American navy is not an efficient fighting machine, but declared that this weakness was due to "deficiencies of the past" and that when he entered the Department three years ago he found the navy in a state of "grave mobilization" in New York harbor.

Referring to some of the weaknesses in the past, Mr. Roosevelt declared that in 1912, when President Taft reviewed the navy, the so-called "great mobilization" in New York harbor, "surprisingly large number of the ships there present had actually been towed to their anchorages; others were left afloat by working the pumps day and night, and were short of officers and men, and it was only by the use of the naval militia and the authorization, under doubtful legality, of short term enlistments, that the quota was as large as it was."

Mr. Roosevelt stated further that at the time the fleet went around the world in 1912, the ships were "stripped of their armaments, and the crews were reduced to the bare bones of the men who are paid to know."

He thought, however, the "time for knocking down" and that the time for knocking down had come. He expressed the opinion that the navy is now ready to accept the judgment of the people of the country as to the men who are paid to know.

In Van for Air Control.

As to the coming superiority of aircraft for purposes of aggression, Mr. Bell declared that the United States had a great advantage in this respect and that "we will have a good chance of being the nation that will ultimately control the air."

He based this hope for America on the fact that aviation is a "purely American art." Langley, the Wright brothers and others who did the great pioneer work having been citizens of this country.

Need of Aerial Fleet.

Dr. Bell, in arguing the need of a strong aerial fleet for the United States, said that an attacking aerial fleet could be overcome only by a superior force of similar character. He said that if a fleet of ships approached these shores, aeroplanes could be hovering over the national capital in a few hours, and neither a navy nor an army could prevent this bomb dropping.

The resolutions adopted today, after referring to "the peril of the present situation," declare "that in our opinion the navy is not a sufficient defense against aggression, and that, in many other essentials, to properly defend us against aggression, and this unhappy condition will continue until we adopt some well considered and enduring policy."

PRINCETON ADOPTS A MILITARY COURSE

Year of Instruction to Count Toward a Degree, Though Study Is Optional.

PRINCETON, N. J., April 13.—Princeton took a step toward preparedness today when the board of trustees at the regular spring meeting approved a plan for a year course in military instruction as a part of the regular curriculum.

The course, which will begin with the next academic year, will include a general discussion of military history, the theory of tactics and elementary strategy. Although the course is to be elective it is expected that it will be in great demand because of the fact that credit will be allowed for completing it successfully. Students taking the military course will be passed or flunked just as in any other university course.

At present the War Department is conducting a series of weekly lectures in Princeton on military subjects, but attendance on these is purely optional and no credit is given for them. They were originally instituted at the request of the students and have been popular.

President Hildreth is a strong advocate of preparedness and the course was probably approved at his suggestion. It is expected that officers of the army will be detailed to Princeton to take charge of the course. The board has expressed its approval of the innovation and it has been much discussed. It is likely that there will be a large registration in the course, especially in view of the fact that the 150 men who have signed to go to Plattsburgh and other training camps wish to complete the theoretical side of military science when they return from the camps.

The trustees dealt a severe blow to general members of the faculty who have been doing private tutoring when a rule was passed prohibiting any member of the faculty from tutoring of any sort. It is possible that several men who have made reputations for themselves as tutors and enjoy incomes from this source greater than their annual stipend from the university will drop their university work entirely.

The trustees announced \$221,662.65 in gifts to the university since the January meeting, of which \$1,002,500 is for increasing the endowment and \$166,000 for current expenses.

BOAT SHIP GERMAN SHIP; FOUR MORE SEIZED

Chief Engineer and Three Assistants on Friedrich der Grosse Accused in Gigantic Plot to Destroy Allies' Vessels—Confessions Amplified.

The workshop in which were constructed the little metal bomb containers for the ingredients of liquid fire designed to destroy merchant ships of the Allies was located on the North German Lloyd steamship, Friedrich der Grosse.

That was the emphatic charge made yesterday by both the local police and the Department of Justice, who joined forces to prosecute the investigation into the gigantic ship plot, after the arrest in the afternoon of the chief engineer and three of his assistants on board the German liner at her pier in Hoboken.

Although the bombs were carried to American soil to be filled with sulphuric acid and chlorate of potash, nevertheless, according to the authorities, the German-owned ship was the background of a part of the alleged plotting against the Allies' merchantmen.

It was emphasized that point to their own satisfaction, both Capt. Tunney of the bomb squad and Chief William M. Coffey, assisted by Joseph A. Baker of the Department of Justice, and United States Attorney, an inquiry as to the source of the funds supplied for the manufacture of the bombs and their secret planting on board the ships.

Think Rintelen Originator.

In going back toward the fountain head of the conspiracy, the authorities held to one main contention, that the originator of the scheme and that he supplied the first funds, giving directions to other agents as to the details of the execution of the details.

Through the confessions of Capt. Charles von Kleist and Ernst Becker, the latter an electrician on board the Hamburg der Grosse, information was obtained that Dr. Wilhelm T. Scheele, a chemist for whom the authorities now are searching as the ninth and last person in the chain, received \$10,000 to start the work of furnishing fertilizer and fire bombs; that Dr. Scheele deposited a check for \$2,000 drawn on the First National Bank of Hoboken, and that he purchased both muriatic and sulphuric acid, ingredients of the fire bombs.

It has been asserted that Rintelen, who, according to the best of authorities, came to this country to prevent shipment of supplies to the Allies, and is believed to have been behind much of the rough work of German secret agents, was one of the moving spirits behind the present alleged plot. Furthermore, it was asserted yesterday, that Rintelen was a close friend of Capt. Robert Fay, already under arrest on a charge of plotting to blow up munition ships.

Had Tremendous Power.

It also was asserted that Rintelen, said to have enjoyed tremendous power vested in him by the German authorities, was the man who gave Capt. von Kleist and Capt. Boy-Ed, together with his Government sanction or not, to give their aid to his plans. It also was asserted that Rintelen was the man who drew a part of Germany's secret service and that most of them were employed by the Hamburg-American Steamship Company.

Acting directly under von Rintelen, described as having as much authority in this country during his stay as Count von Bernstorff, and the former's assistant, Capt. Steinberg, were Capt. Otto Wolpert, superintendent of the Atlas Line, and Capt. Eno Rode, superintendent of the Hamburg American Line, who were said to be the most important, and the names of both men were listed in Paul Koenig's secret book of world.

Capt. Wolpert is said to have had numerous interviews with von Rintelen and with Capt. Steinberg. He said that the latter had conferred with him on the national capital in a few hours, and neither a navy nor an army could prevent this bomb dropping.

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BERLIN'S GUILT SEEN IN ITS REPLY, SAY OFFICIALS

Continued from First Page.

making a decided mistake, according to officials here. The President holds that the danger of mistakes of precisely this character is one of the all important reasons necessitating a modification of Germany's entire method of submarine warfare.

Germany already has pleaded this excuse many times, and the President is loath to consider anything of this nature. He will, it is said, point out that mistakes of this kind must inevitably follow as long as Germany pursues her present method of submarine warfare.

Just how far the President will go in his new demands on Germany is not known. Judging from the present temper of the President and Secretary Lansing, the chief characteristic of the note will not be so much the reiterated demands as the insistence that they now be definitely complied with.

Officials believe the crisis will come when Germany and the United States again look horns over the definite conclusion which the German Government will be asked to make.

Wilson at a Disadvantage.

As the issue now stands there is one very decided weakness in the position which President Wilson has taken in his negotiations with Germany, and this has been at once emphasized by German diplomacy, it was pointed out today.

It is a fact that the President's response to the German ultimatum, in which he has been urged to delay rather than press matters neglected to insist on definite pledges from Germany regarding freighters in the war zone about which the President has been asked to get a definite agreement from Germany as to the exact meaning of the word "liner."

Count von Bernstorff agreed that the German Government would not torpedo liners without warning. The President let the Arabic and all the other cases temporarily drop in order to have this matter cleared up by official talk.

Now developments that the President and Count von Bernstorff are at variance as to what "liner" signifies. The President is inclined to believe that it means a passenger ship pure and simple and not a merchantman in the ordinary sense of the term. The President and Secretary Lansing are decidedly settled on the meaning of the word.

The agreement which the President got from Germany is, it is said, to a certain extent vitiated by this divergence of opinion.

Secretary Lansing is trying to have this matter cleared up by official talk to the Berlin Foreign Office, but Count von Bernstorff naturally feels that much trouble would have been averted if the matter had been definitely settled when the President's ultimatum was issued.

The President is said to realize fully now that Germany has taken advantage of the fact that he has been specific in his demands.

Secretary Lansing said today that he had read the official text of the German note, but had no comment to make on it. The note was discussed at the cabinet meeting to-morrow, but as the latest news from Mexico has momentarily overshadowed all other considerations it is probable that action may be deferred until next week.

DEFIANT AND CHILDISH.

That's the London Editorial Comment on Germany's Reply.

Special Cable Dispatch to The Sun. LONDON, April 14.—In its editorial comment on the German note to the American Government regarding the Sussex, the Daily News says that the President's ultimatum is "defiant and childish."

The note is said to be "defiant and childish" because it is "defiant" in that it is a direct challenge to the American Government, and "childish" in that it is a childish refusal to accept the American ultimatum.

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FRENCH KNOW U BOAT THAT DAMAGED SUSSEX

Also the Name of the Commander, Says a Statement Issued in Paris.

PARIS, April 13.—It is stated semi-officially that the German submarine which was sunk on April 5 by British and French warships and that the commander and crew of the submarine, who were taken prisoner, confirmed information which the French Government had concerning the name of the commander and the number of the undersea craft which torpedoed the Sussex.

The following statement was issued after the German reply to the American note was received:

"It suffices in order to answer the German note to recall that fragments of a torpedo have been discovered in the hull of the Sussex and that the French Government is in possession of documents which give the name of the commander and the number of the submarine which damaged the Sussex."

HOW GLIMT WAS SUNK. Norwegian Vessel Torpedoed Because of Her Charter.

LONDON, April 13.—The Foreign Office has made public a report of the sinking of the Norwegian sailing vessel Glimt of 884 tons, made by the captain of the vessel, G. Anderson.

The Glimt left Bristol Channel in ballast last September, bound for Canada, where she was under charter by a French firm to bring back a cargo to the United Kingdom.

The vessel was stopped west of Pastnet by a German submarine and despite the protest of the captain who said he was not carrying contraband, the ship was sunk by gunfire after the crew had ten minutes to save themselves in the small boats.

The commander of the submarine said that the fact that the vessel was under charter to an enemy firm was sufficient cause to sink her.

SPAIN AWAITS INQUIRY. Minister of Marine Will Not Say Santanderino Was Torpedoed.

MADRID, April 12.—The Minister of Marine declined today to express an opinion on the cause of the sinking of the Spanish steamship Santanderino, which has been reported to have been torpedoed with the loss of four lives.

He said that the subject was a most delicate one, but admitted that there was a possibility that a mine had sunk the steamship. He added that he would say nothing positive until the Government investigation had been completed.

Two British steamships are named. The Russian sailing vessel Imperator was last reported as leaving Gullport, Miss. February 23 for Marselles.

The Imperator was a British bark of 1,687 tons gross. She had been built in Dumbarton in 1904 and hailed from Aberdeen. She was owned by G. Milne & Co.

SUNK WITHOUT WARNING. Italy Has Evidence That Union Was U Boat Victim.

Special Cable Dispatch to The Sun. Rome, via London, April 13.—The Italian Foreign Office has secured positive evidence that the Italian steamship Union was sunk without warning on April 10 by a German submarine.

The Union was a vessel of 1,462 tons gross, had been built in Harlepool, England, in 1905 for an Italian firm. She had been chartered to the Italian Government.

According to the dispatch, the commander of the submarine gave the crew time to take to the boats, explaining that he did so because the vessel was a French ship. He is quoted as saying, he would have torpedoed her without warning.

Submarine Spares the Crew Because Steamer Wasn't British.

Special Cable Dispatch to The Sun. LONDON, April 13.—A dispatch from Palma, Majorca, says that the thirty-three members of the French steamship Vega have arrived at Palma. The Vega was torpedoed off Barcelona.

According to the dispatch, the commander of the submarine gave the crew time to take to the boats, explaining that he did so because the vessel was a French ship. He is quoted as saying, he would have torpedoed her without warning.

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